

Intimations.



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ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

Hongkong, 23rd October, 1908.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 20, 1908.

WHEN MERCHANTS INFRINGE THE LAW.

The extremely delicate and difficult question of dealing with bankrupt traders and others who have absconded material in places outwith the jurisdiction of the Hongkong Courts has been so frequently dismissed in public and has so often formed the basis of an argument before the Supreme Court that we confess it was with little surprise we found that the Chief Justice, in giving his decision in an appeal case (which has nothing to do with this immediate question), should have thought fit to run off at a tangent in order to explain how the commercial community of Hongkong should conduct their own affairs. As an international jurist of recognised standing, we can perfectly well understand how the side-dip into the law of nations should have come to the Chief Justice in much the same way as the solitary rain in the current-bun appeals to the average boy. But there is this difference, that whereas the boy regards the dainty as the leading feature of his outlay, the Chief Justice simply followed a natural bent, with the result that, quite unexpectedly perhaps, he has passed an obiter dictum if not dicta which few will accept. For example, His Lordship distinctly went out of his way to deprecate the action of a European firm, which had failed to obtain satisfaction in the Hongkong Courts, in seeking redress through its Consul in Canton. Now, it is a common occurrence for the partners of tottering firms in Hongkong to vanish with all the stock they can lay their hands on at the moment and eventually settle down in the neighbouring capital of South China. They have been known to have immense property in Singapore which could not be touched by the creditors in Hongkong, and if we remember rightly there was not many years ago the case of a millionaire merchant, who was known to possess huge interests in both Canton and Singapore, who went bankrupt in Hongkong, who was actually imprisoned in the hope that he might disgorge, but who ultimately had to be set free because the local judiciary had no jurisdiction over his possessions. Of course it is very distressing that there should be such depraved persons in the flesh, but the fact remains and has to be taken into consideration both by the Courts and the creditors. Then if the Courts in Hongkong really admit that they have no jurisdiction

over the goods of a bankrupt whose possessions are held in another country what moral turpitude does any creditor commit should he endeavour, through the accredited representative of the country of his birth, to obtain part restitution of the losses he has sustained? It is the most natural thing in the world, in fact it is pure business, for a firm which feels that it has been aggrieved to move heaven and earth if necessary to secure whatever assets are available in part-payment of the amount due to them; and it is not to be suggested that in doing so they are attempting to gain an unfair advantage over the other creditors. Because actions of this nature are not conducted in private; the other creditors have just as much opportunity of presenting their claims in the proper quarter as the greatest sufferer by the bankruptcy. The case we are referring to is, of course, that in which Reuter, Brockelmann & Co. took action against a Chinese firm over a sugar transaction which had its origin in Hongkong, although the defendants apparently did the bulk of their business in Canton. The Chief Justice set down the law in the following terms: "All persons in the Colony, British subjects or aliens, who are creditors of a bankrupt who is before the Court in bankruptcy, are subject to the jurisdiction of the Court. There is no doubt that assets belonging to the bankrupt are discovered in another country and a creditor endeavours to obtain them for his own benefit, the Court has some jurisdiction to control his action, and this, if he is within the jurisdiction, whether he has proved in the bankruptcy or not. It is not necessary to define with precision to what extent that jurisdiction goes; it is sufficient to note that it exists; also that the discovery of a partner in another country whose property could be brought into the bankrupt estate for the benefit of the creditors comes within the meaning of assets as above referred to." We must say that in our opinion these are very broad statements to address from the bench. It cannot be assumed that because a creditor goes the length of appealing to his Consul in a foreign country to assist him in obtaining justice, that is to say a due return of the monies owing him, that he is thereby seeking to acquire for himself an advantage over and above that obtained by the remaining creditors. But now we come to the sting of this series of dicta by His Honour the Chief Justice when he says: "Further, that if Reuter Brockelmann & Co's application to the German Consul for assistance in recovering such assets in Canton came within the terms of the jurisdiction clause of the Treaty of Tientsin, the German Consul would be bound to assist them in their claim." And for myself I have no doubt whatever that what Messrs. Reuter, Brockelmann & Co. did in the instance was a genuine attempt to assist the Trustee in the German-Li Tung Bankruptcy. They did not prove in that bankruptcy, but endeavoured to obtain a payment of the whole sum due to them by application to the German Consul; and I have no doubt that, at least during the pendency of the bankruptcy proceedings before this Court, this was in violation of the bankruptcy laws of this Colony, under the protection of which they carry on their business in this Colony. We, of course, cannot tell what motive may have possessed the German firm in question in following this procedure, but even granting that it was not playing the game, as we understand it, was it of such an extreme character as to demand such a severe trouncing at the hands of the Chief Justice? When all is said and done the firm was only looking after its own interests, in the belief and expectation probably that the others concerned were doing exactly the same thing. We take it that the goods which were the subject of the action, were stored in Hongkong under the charge of the Officer in Bankruptcy and could not be removed without an order of the Court. In that case, the appeal to the German Consul at Canton to move the Chinese authorities could hardly have been expected to prove of much value, for, as the Puisse Justice has said, "the Chinese are not children though they may not know the law." The firm referred to doubtless believed that they could get quicker returns if they applied for redress to the Chinese authorities without bothering about formalities in Hongkong. Such a proceeding was very reprehensible and would in many cases, if it succeeded, prove prejudicial to the trade of other merchants in the Colony, but how often would it succeed? The Chief Justice proceeded to rub in his view by remarking that "It is one of those 'loose ends' which result from the consular jurisdiction treaties with China, and which it would be for the benefit of all concerned in the commercial welfare of this Colony, to get rid of by putting the whole matter on a more satisfactory and equitable basis." What that means we cannot conjecture, unless the idea is to do away with consular courts and establish a joint international tribunal, which is in the nature of a dream. We rather enjoy the statement that there never was an "open door" in England because there had never been a door to close. We would only refer to the Alien Bill and the projected Tariff Reform Bill, which would also have been carried by the last Government if the

Tories had had their way. If England has had an "open door" since Messrs. Chamberlain it is just possible that the experience of centuries may be reversed, when the opposition next comes into power. But that is by the way, and was only introduced by the Chief Justice as a side issue, to show what a glorious thing it is to be an Englishman. In conclusion he said: "I think it right to add to what I have said that the error into which Messrs. Reuter, Brockelmann & Co. fell, and which was the origin of all this litigation, was perhaps due to the fact that the firm traded in so many Treaty Ports in the East as well as in Hongkong, that this essential distinction between Hongkong and the rest of the East had somewhat escaped them." After all, if Reuter, Brockelmann & Co. erred they erred in good company, and even the veiled hints of the Chief Justice of the terrible liabilities to which they may be exposed by following this precedent will not deter other enterprising merchants from adopting a somewhat similar course in future, and the worst of it is that the Chief Justice nor anybody else has power to restrain them from doing what they please in the matter.

LOCAL AND GENERAL.

QUARANTINE restrictions imposed against arrivals from Manila have been removed. For failing to have a light in her boat whilst in Aberdeen harbour last night, a boatwoman was fined \$1 at the Marine Court this morning.

THE American Consulate-General, Hongkong, seek information as to one, Isaac Marx, said to have died in Hongkong about three years ago.

FOR allowing a pony to stray in Temple Street, Yau-ma-tei, shortly before eight o'clock on the night of the 15th instant, a mafao of 97, Station Street had to pay \$5 in the Police Court this morning. Policeman Coslan prosecuted.

THE 2nd Battalion East Kent Regiment, better known as the "Buffis," arrived in the Colony this morning by the transport *Dufferin*. The disembarkation of the troops occupied the best part of the morning. The "Buffis" relieve the 3rd Middlesex Regiment whose new station will be Singapore. We wish the new Regiment a pleasant sojourn in the Colony.

THE next time Max Goodthorpe goes for a bicycle ride and is overtaken by darkness and being without a lamp he should keep out of the police way. On Wednesday, at about 9 p.m., Max was seen by Sergeant Clarke passing No. 2 Police Station at a good rate, but showing no "head lights." Max, being stopped, gave his address as the Colonial Hotel. He pleaded guilty to the charge in the Police Court, to-day, and was fined \$5.

A COOLIE, pushing a truck which was loaded several feet high with baskets, along the Praya East the other day, wanted to make the magistrate (Mr. Kemp) believe this morning, that it was possible for him to "see through a hammer or a nail" the baskets were stacked so high as to make it impossible for him to see what was coming in his direction. As this is an offence according to law the delinquent was asked to pay a fine of five dollars.

THE news has reached us of the death, which occurred in hospital to-day, of Mr. Tyndall Lee, at the age of fifty-four. The deceased gentleman, who was well-known in this Colony, was for a long time in the employ of Messrs. Lane, Crawford and Company. He severed his connection with that house several years ago to start a business of his own. Previous to coming to Hongkong he had worked for Messrs. Hall & Holts in Shanghai. For some months Mr. Lee's health began to fail. Some days ago he had to be taken to hospital, and although his death does not come as a surprise to those who knew him, it is with sympathy that it will be taken. The funeral takes place to-morrow morning.

A QUARTETTE of stars heads the Herbert Withers Concert Company, the members of which have just reached Colombo, to inaugurate with the concert there a "round-the-world" tour under the management of Charles Harrison Gibbons, formerly manager for Madame Albani until her retirement this season, this tour extending over 75,000 miles of land and sea and including more than 200 public and private concerts. The principal artists are: Herbert Withers, the famous English violinist; Madeline Luisa Sobrinho, the present day prima donna soprano of the Royal Opera, Covent Garden; the eminent young baritone, Mr. Charles Bennett; and Madame Marguerite Elsey, F.R.C.M., whom many of the critics accord the very best among London's piano-forte performers of her sex. Music-lovers of Hongkong are likely to have the opportunity of hearing the Company. It is Mr. Gibbons' policy to present our sterling London musical attractions each season in the "outposts of the Empire," and his ambition in this is rendered possible of realisation by the keen desire of the artists to see the magical sights of India, of China, and of Japan.

BASEBALL.

LOCAL COMMITTEE FORMED.

A meeting was held yesterday evening in the offices of the Pacific Mail Steamship Co. of those interested in the visit of the Reach All-American Baseball Team, and arrangements were discussed and completed for the game to be played by the above mentioned team at Hongkong on December 19th.

The following were appointed a committee to take entire charge of arrangements:—Fred J. Halton, chairman, F. E. McHugh, W. S. Allen, Dr. G. W. McKean, and C. C. Osborne. It is expected that residents of Hongkong will be given a very good exhibition of the American National Game, and everything is being done to secure a good lively game, and those familiar with baseball are looking forward with much interest to the arrival of the team.

CANTON IN MOURNING.

FOREIGN CONSULS' SYMPATHIES.

[From Our Own Correspondent.]

Canton, 19th November.—The Viceroy, the Provincial Treasurer, the Provincial Judge, the Educational Commissioner and the Salt Commissioner have jointly issued a proclamation to call the people to go into mourning from to-day on account of the death of His Imperial Majesty the Emperor Kwang Hsu and Her Majesty the Empress Dowager. All the streets throughout the city of Canton as well as prominent institutions have been draped in white or black for this purpose. For three days from to-day all officials will assemble at the Imperial Temple to offer their respects before the Tablets of their late Majesties. The people will not be permitted to shave their heads for a period of one hundred days, and they will be obliged to put on clothing of no other colour than either plain or black with black buttons on their hats; any violation of these rules will entail punishment according to traditional custom. The Consular representatives of the different countries at Canton have sent despatches to the Viceroy to express their condolences on the death of Their Imperial Majesties.

KILLED BY A BICYCLE.

CORONER'S INQUIRY AS TO CAUSE OF DEATH.

A tale of how a Chinese woman, Tsu Cheung Kiu, aged thirty, met her death at Yau-ma-tei the other day in a bicycle accident, was told at the inquest which was held at the Magistracy this afternoon.

The coroner presiding was Mr. J. H. Kemp; the jury members were Messrs. R. S. Judah, R. H. B. Hancock and C. M. Meyer. Inspector McHardy watched proceedings on behalf of the police.

Medical evidence, as given by Dr. H. Macfarlane, who has charge of the Kowloon mortuary, was to the effect that on the last day of October he held a post-mortem examination on the body of the deceased. He found three skin bruises just about the elbows, one on the left and another on the right ribs. The abdomen was full of blood and spleen which was much enlarged was torn right across. Cause of death, in his opinion, was hemorrhage caused by a rupture of the spleen. Dr. Macfarlane thought that the spleen could have been caused by a fall, through being knocked down by a bicycle.

The next witness to be called was Private Wm. Geyer, of the Middlesex Regiment, stationed at Kowloon. He deposed that on the 30th October he was out cycling at Kowloon with Lance-corporal Leuken. They were returning from Kowloon City. When they got at the bend of the road between Yau-ma-tei and Kowloon City—a very sharp bend—Lance-corporal Leuken was leading, witness coming up some five paces behind. At this bend he saw a bicycle. He rang his bell, and witness passed the woman, who said something in Chinese which witness did not understand.

The coroner told the witness that he need not shield the lance-corporal, and asked the witness if he saw the woman fall. The reply was in the negative.

"Did you see her on the ground?" was the next question.

The witness said, "No."

"What speed were you travelling?" continued the coroner.

The answer was, "About six miles an hour."

Lance-corporal Leuken said that on the day in question he missed the Kowloon City launch, and had to engage a bicycle. When he got there he discovered that his company did not turn up and witness and Geyer started to return. As he arrived at the bridge, near the bend, he saw a Chinese woman looking at the ground. Witness rang his bell some distance away from the woman. He was riding in the middle of the road and the woman did not seem to realize his presence until he was near her, when the woman appeared to have got frightened and did not know in which direction to move. She, however, took a turn to the right. The handle of the machine touched her, but she did not fall and witness continued on his way.

Lance-sergeant Mills spoke to go along to the barracks on Wednesday and finding Lance-corporal Leuken there. Witness asked him whether he had a bicycle out on the 30th October. He said he had. Witness asked whether he had an accident on the road. At first Leuken said, "No," but afterwards he said he had. He said nothing about the woman falling and added that if anything like that had happened he would have reported the matter to the police.

Lukong 174 said that, on the afternoon of the 20th instant, a Chinaman and a doctor called at the station and reported that a woman was to be found lying on the road near Tai Shek Ku. Witness went as far as the bridge where he found the dead body of the woman by the roadside. The witness then explained the position of the corpse in which he found it. The body was stretched out, on its back, head pointing towards a clump of trees and feet across the road.

A school-master, one of those who reported the presence of the body on the roadside, said that when he appeared on the scene a large crowd had assembled. He made the discovery shortly after three o'clock.

The husband of the deceased—Tang Sau—the master of trading junk 1082, said that his wife lived at Sai-kung, New Territory. On the day she met her death she was going to Yau-ma-tei to visit his partner.

The coroner said that there was no evidence to prove negligence on the part of the soldiers, but it did seem strange and inconclusive in the evidence that the woman should have met her death as she did. The jury returned a verdict of death from hemorrhage following a ruptured spleen.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TRAFALGAR DAY.

To the Editor of the "Hongkong Telegraph." Sir,—If there be one day in the year when the Navy League should with confidence appeal to its fellow countrymen, that is October 21, the anniversary of the battle of Trafalgar, when a nation's self-sacrifice reaped its reward in overwhelming victory.

The immortal signal, now flying on the Nelson Column, should not fail to carry its meaning to the hearts and consciences of all beholders, and should serve to strengthen the resolve that the lesson, so nobly inculcated at Trafalgar, shall never be forgotten in this England of ours, which still expects that "every man will do his duty."

The Navy League desires to draw public attention to the following points:—

1. *The Two-Power Standard.*—No member of the present Government has yet pledged himself to maintain the two-Power standard as defined in the latest authoritative utterance on the subject, as meaning a per cent. margin in ships of the line (battleships and large armoured cruisers) over the two next strongest Powers, whichever they be. The Navy League will continue to press for a clear statement on this point.

2. *Shipbuilding Policy.*—The necessity for a discussion on the shipbuilding policy of the Government is becoming daily more pressing. As the time of the autumn session is entirely appropriated to Government business, the most vital interest of the Nation (even more vital than the small boy's cigarette) can only be discussed if the leader of the Opposition will demand a day for the purpose. The Navy League looks to Mr. Balfour to act up to his responsibilities in this matter. The Government should welcome this opportunity of relieving the anxiety which undoubtedly exists in the country as to the adequacy of the programme of the last three years to meet the challenges of the German nation.

We require to lay down eight large armoured ships a year if we are to be able to meet this emergency, and the Navy League would warn the people of this country of the folly of relying upon our supposed capacity of building ships more quickly than our rivals.

We would point out that H.M.S. *Lord Nelson* and H.M.S. *Defence*, both of the 1904 programme, are not yet in commission. The armoured cruiser *Invincible* of the 1905 programme (the *Dreadnought* year) will not hoist the pennant this year, having exceeded her contract time by some six or eight months. The destroyers *Alfred* and *Gaucha* have not yet done their trials, although they were ordered under the programme of 1905-6. Although attention has been repeatedly drawn to the superiority of British shipbuilding resources, there are other factors, such as the provision of gun-mountings, which limit the output and the speed of building. This proves that we do not only require a margin of strength, but also a unforeseen delay.

In addition to an enlarged programme of armoured tonnage, the replacement of the protected cruisers and torpedo craft, which are rapidly becoming obsolete, should receive the immediate attention of the Government. The annual deception of the public by the Dilke Return (the only official return of the comparative strength to Parliament) should cease, and only such vessels as are maintained in a state of instant readiness for war should be included.

The Navy League strongly urges that instead of the hand-to-mouth policy of providing only for the new construction of the year, our requirements should be worked out beforehand, as near as possible for a period of four years, in order that the public may judge the policy of the Government as a whole, and a regular programme for that period taken in hand, in order that contracts may be placed better, more regular employment given, and standardization of ships and stores secured.

The League further desires to draw public attention to the official statement of the First Lord of the Admiralty in the House of Commons on Monday, October 12, to the effect that the provision in the Navy Estimates for guns, projectiles, ammunition, torpedoes, and gun-cotton for the two years 1907-8 and 1908-9 has been reduced 36 per cent., as compared with the two closing years of Mr. Balfour's administration—that is, 1904-5 and 1905-6. A corresponding reduction in the Army Estimates for similar war stores amounts to 44 per cent.

In conclusion, the Navy League desires to call attention to the memoranda which the Admiralty have issued at different dates, in which it is stated that not more than two battleships are to be absent at any one time from the Channel Fleet. This pledge has not been carried out, and to cite a recent example, since the Channel Fleet left Portland on September 23 as many as eight out of the fourteen battleships were away from the fleet in the dockyards. The actual strength assembled on October 10 during the height of the recent crisis was six battleships out of fourteen, four armoured cruisers out of six, four protected cruisers out of four, one out of two scouts, and eleven destroyers out of thirty-one. At the same time it should be stated that the Home Fleet (Nore division and nucleus-cruel battleships) was assembled under its own flag officers.

We have the honour to be, Sir, Your obedient servants,
ROBERT YERBURGH, President,
H. SKYMOOR TROWER,
Chairman of the Executive Committee,
WM. CAIUS CRUTCHLEY, Secretary,
13, Victoria Street, S.W.
October 21, 1908.

A WIDOW, Fung So, residing at 70A, Hollywood Road, prosecuted a woman who said that she lived at 3, Gilman Street, in the Police Court to-day, for detaining a fourteen-year-old boy in her house since 29th September last. The complainant lost her son on that day. It was alleged that all attempts to recover him were in vain. The judge pronounced judgment which led to the proceedings. The case was dismissed.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

The Peking Debacle.

PRINCE CHING'S DEATH.

FOREIGN MINISTERS ON THE QUI VIVE.

[By courtesy of the "Shenung Po."]

Peking, 19th November.

Prince Ching's death, reported yesterday, was brought about through the bursting of a blood vessel caused by violent anger; he brought up a good deal of blood.

The title "Sun Tung" has been adopted as the one of the reign of the new Emperor, Po-yea, commencing from the first day of the next Chinese year.

The guards within and without the Forbidden City, Peking have been reinforced. The minds of the people are at ease.

The members of the Diplomatic Corps in Peking are evincing keen interest in the present conjuncture. The Foreign Ministers propose to remove the Legation Guards to Taku.

The Ministry of Foreign Affairs has remonstrated with the representatives of the Powers against the contemplated step and renewed their assurance of full protection.

Grand Councillor Chang Chih-tung has been busy for days in the Cabinet. His Excellency preserves perfect reticence on recent events and does not receive any visitors except on official business.

Later.

The Board of Revenue has borrowed a sum of three million taels from the Hongkong & Shanghai Banking Corporation and so averted a crisis in the money market in Peking.

On the 15th inst., when the Empress Dowager was breathing her last, it was transpired that the Empress (widow of Kwang Su) attempted to commit suicide. The Empress' attendants, however, observing her rash intention, were promptly on the scene to their Imperial mistress's rescue.

Li Li-yung, the Chief eunuch, and a *serenos* *grat* with the late Dowager Empress, has been arrested and is in imprisonment for intermeddling in affairs of State. Eunuch Li has been sent to the Board of Punishments to be dealt with.

The Foreign Ministers in Peking have made application to their respective Governments for warships to be despatched to Tientsin for protection should the occasion arise.

Nanking, 19th November.

Viceroy Tuan Fang has received an urgent telegram from Peking on a very important matter.

Wuchang, 19th November.

Viceroy Cheng Kwei Lum's proposal, memorialised to the Central Government, to adopt a concerted plan to preserve peace and good in the South-Eastern provinces of the Empire, is acquiesced in by the Viceroy and Governors of the other Provinces.

Most of his colleagues, in their telegraphic replies, inquired how best it is proposed the scheme can be carried into effect.

Honolulu, 19th November.

H.E. Tang Shao-yi, special commissioner to the United States, has cabled a memorial to Peking proposing a change in the equivalent ideograph for "Y." in deference to His Imperial Majesty the new Emperor Po-yea.

H.E. Tang has also telegraphed for instructions whether it would be necessary for alterations to be effected in his credentials for presentation to the President of the Republic.

He has received a telegraphic despatch, in reply, stating that as the credentials had been signed and are in order no change in the Imperial signature is necessary.

THE WRECKED "NEW ORLEANS."

Propped up for many weeks in dry dock at Tanjong Pagar, the steamer *New Orleans* has been left severely alone pending negotiations respecting repairs.

Since she arrived in the Colony, from the Pulau Laut Straits, in tow of the salvage steamer *Protector*, there has been much controversy over repairs that would be necessary to render her seaworthy after the severe bumping and scraping she received on the rocks of Borneo. It is understood that a decision has now been arrived at, and the vessel may be seen shortly lying at anchor in the neighbourhood of the *Netherline*.—*Straits Times*.

RAUB.

The following is the result of the crushing operations at Raub for the four weeks ending 7th instant:—

BUKIT KEMAN.	
Stone crushed	3,500 tons.
Gold obtained	915 ounces.
Average per ton	2.61 dwts.
BUKIT MALACCA.	
Stone crushed	1,850 tons.
Gold obtained	161 ounces.
Average per ton	1.75 dwts.
Kerry gold obtained from places at Bukit Keman 174 ozs.	
Oyaland Operations 12 weeks ending 7th instant.	
Gold obtained	100 ounces.
Real gold obtained	4,900 ounces.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI GAMBLING AFFAIR.

FIBRE ENCOUNTER WITH POLICE.

RIFLES FIRED; SWORDS DRAWN.

[From Our Own Correspondent.]

Shanghai, 19th November, 4.5 p.m.

While attempting to oust gamblers outside Hongkew boundary on Thursday evening, the native Police encountered desperate resistance. In the ensuing affray, the Police used their rifles and swords.

Two Chinese youths were fatally wounded in the melee.

Several of the police besides a number of natives were wounded.

[Reuter's.]

The Revolution in Persia.

London, 18th November.

St. Petersburg papers report that Likhoff's Cossacks have joined the revolutionists at Tabriz.

The Near East.

Austria has reinforced the troops in Bosnia by 6,000 men.

The Serbian and Montenegrin Envoys have left Constantinople, having failed to arrange an alliance with Turkey against Austria.

Later.

Germany.

The German press is so relieved at the termination of the crisis that the general comment is favourable to the settlement.

It urges a law for fixing the Ministerial responsibility and to pledge the control of the Monarch's actions.

New Japanese Loan.

Negotiations are progressing in London and Paris for the issue of a Japanese loan of 5%, for £2,000,000, in the form of debentures of the Industrial Bank of Japan; half to be issued in London to-morrow at 97, and half in Paris on the 23rd inst.

The object of the loan is the development of Korea.

China and Japan.

Reuter's Tokyo correspondent wires that Count Hayashi declares Japan never had the slightest intention of landing a single soldier in China without the consent and mandate of the Powers.

TYPHOON WARNING.

The following telegram was received at the American Consulate-General from the Manila Observatory at 10.15 a.m., to-day:—

Cyclone or Typhoon N.E. of Manila moving W.N.W.

MARINE COURT.

EXCESS OF PASSENGERS.

In the Marine Court, this morning, before Lieut. C. W. Beckwith, R.N., Harbour Master, Police Sergeant W. R. Sutton charged Ho Kam Fok, master of the steam launch *Hoi Hong*, with carrying 34 persons in excess of the number allowed by his licence on the 13th inst.

It was stated by the prosecutor that at about 11.30 a.m. on the day in question, he saw defendant's launch crossing over from Yau-mai to Hongkong. Judging from the crowded state of the deck, he suspected the launch of carrying more than her usual complement of passengers. He therefore counted the number of passengers in defendant's presence and found there were 48, all told including the crew. Defendant's licence entitled him to carry 115 passengers and nine crew—124 in all. The launch was literally picked at the time of defendant's arrest.

Defendant pleaded guilty. As the Magistrate considered the public safety seriously imperilled by this reckless disregard of the law, he fined the defendant \$50, in default of payment, 3 months' hard labour.

THE CRITIC CRITICIZED.

HONGKONG ENGINEER ON HILL RAILWAY.

The *Straits Echo* writes editorially:—We understand that it is the intention of Government, with the \$10,000 voted on the Penang Hills Railway account, to obtain further expert opinion as to the cost of partially re-constructing the line. Mr. A. Denison, M. INST. C.E., whose report on the undertaking was only recently published, estimates that an expenditure of \$100,000 would be necessary to put the railway in working order—a comparatively small sum considering the importance of the work not only to Penang but to the Colony and the neighbouring states, and having regard to the fact that the undertaking is certain to prove a financial success. We venture to assert, however, that Mr. Denison's report on the existing railway would have been considerably modified had he taken the trouble to inquire from engineers on the spot the difficulties they had to encounter in laying down the line. Much of his criticism is based on the assumption that the line was completed, which it never was, and we may mention that almost all the recommendations embodied in his report would have been carried out if the undertaking had ever been finished.

Mr. Denison begins his report by stating that the line of the railway was badly chosen both at the bottom and at the top, where there are several unnecessary curves. The obvious reply to that is that the Company had no choice

in the matter. They were compelled by landowners, who demanded exorbitant prices for their land, to do the best they could. It was merely a question of money, and the line chosen was the best possible with the money they had at their disposal. Again, it is pointed out in the report that the rails in use would not be heavy enough for heavier carriages than those reported. The engineers who laid down the line had thought of that too, and it was their intention, when the traffic increased and more accommodation became necessary, not to increase the size of the carriages but to add to the number, so that the weight on each wheel would not be increased. Mr. Denison finds fault with the sleepers, joints and fastenings as being too light, but these are India State pattern sleepers and are used all over India. He adds that the rollers are far too many in number, a fact which the company found out long ago, for at the last test no less than two-thirds of the rollers were taken out and left by the side of the track. Moreover, it is not a fact that the "pulleys are held down by split pins"; they are held down by "screwed nuts" and so adjusted that it is not possible for the rope to get jammed.

Under the heading "System and Motive Power" Mr. Denison states:—The power supplied is from a pair of Pelton water wheels with 1/2 inch nozzles, one working each way, fed by a four-inch steel pipe about 5,000 feet long from a small tank at an elevation of between 900 and 1,000 feet above the wheels.

Mr. Denison seems to have got his figures all wrong here, for the steel pipe, which is exactly 5,315 ft. long, is actually 4 1/2 inches in diameter, and the elevation of the tank above the wheel is not between 900 ft. and 1,000 ft., but between 900 ft. and 1,450 ft.—a considerable difference it will be seen. He says "that it was impossible for him to test the actual effective head of water but he estimated it at about 700 ft. Now the effective head happens to be nearly double his estimate—so less than 1,330 ft., to be exact. When the wheels were working with the nozzles full, open and water flowing to its full capacity the effective head (by gauge) was 1,360. The theoretical efficiency, with the corrected figures, would be not to horse power, at which figure Mr. Denison puts it, but 40.

Mr. Denison states that the power necessary to work the line would be considerably over the power supplied, but it is a fact that the power supplied actually hauls one of the cars about 500 ft. up the line without the assistance of the other car coming down at the same time. If the existing machinery could do that it is obvious that the power was not far wrong.

COTTON YARN TRADE.

CONTINUED DEPRESSION IN JAPAN.

The cotton yarn market remains unchanged, with little fluctuation. It has been further depressed by the continued decline in the silver market, and very little business is doing, reports the *Japan Chronicle*. Some improvement was seen on Saturday on account of a slight revival in silver. The closing quotations on Saturday on the Osaka Yarn Exchange, compared with those on Friday, were as follows:—

Nov. 7. Nov. 6.
November delivery... ¥108.90 ¥108.30
December... ¥108.65 ¥108.25
January... ¥108.80 ¥108.65

The Cotton Spinners' Association is still considering measures for the encouragement of the export of yarn. A scheme proposed by Mr. Muto, Managing Director of the Kanegafuchi mill, is now under consideration by the Committee. The Muto scheme is in substance as follows:—Spinners will be at liberty to put all their spindles into operation, subject to the payment by them of a fee of from 50 sen to ¥2.50 on each bale of 20's or under produced for export to China; while they shall pay ¥1.50 on each bale of 21's to 32's and ¥2.50 on each bale of 33's and upwards produced for the home market. Those mills engaged in the export of yarn which suspend the operation of 27.5 per cent. of their spindles, as agreed upon among the spinning companies, will be granted an export bounty out of the fees imposed. In the opinion of a certain yarn dealer, quoted by the *Osaka Mainichi*, the scheme, while plausible on paper, is wholly impracticable. This authority points out that at the present moment, when the export of yarn is almost despaired of on account of the fall in silver, no one will venture to attempt to ship yarn to China on speculation. The shipment of yarn to China involves a loss of ¥1.50 on each bale, and when the proposed fee is paid on production, the loss will be increased to from ¥2 to ¥4.50, in the case of mills producing coarse yarn of 20's or under. For this reason no mills will dare to put all their spindles into operation, and therefore where is the fund for payment of the export bounty to be found? In these circumstances, the only course now left is to continue the suspension of 27.5 per cent. of spindles, as agreed on.

It is curious to note that the present decline in silver has been felt but little in the yarn market, contrary to the usual rule, the market having hitherto gone down at least ¥4 or ¥5 on such occasions. The *Asahi* notes that during the forenoon of the 6th instant the quotation on the Osaka Yarn Exchange for November delivery touched ¥108.20 and some business was done on the market at that price for spot delivery. Yarn merchants agree in the opinion that the hopes of exporting yarn just now have been almost entirely abandoned in view of the low price of silver. Stocks of yarn now held by *toisa* (wholesale houses) are not large enough to induce them to sell. The business now doing on the Yarn Exchange is confined to the requirements for home consumption. A price just under 23rd is considered the lowest point likely to be touched by silver, and it is anticipated that the market will go up on the turn of the year. It is the belief that the bottom has now been reached which has prevented the yarn market from declining.

DISTURBANCE ON BOARD SHIP.

"TAK HING'S" PASSENGERS MAUL AN EXCISE OFFICER.

At an early hour this morning, long before break of day, when the steamer *Tak Hing* arrived at her wharf from West River ports, a disturbance took place on board between a number of the passengers, who attacked a Chinese excise officer. A "rough and tumble" followed, assistance arrived on the scene promptly, and four of the passengers were placed in custody.

It would seem that a party of excise officers, under charge of Sergeant Adlington, went on board the *Tak Hing* in search of illicit opium. Once the search party arrived on board they separated, each officer going in a different direction looking for a likely "case." Excise Officer No. 85 took the lower deck. He searched about for some time without any luck, until as he was about to leave when he turned back to the upper deck, where he found four maces of pipe Pared and two of dross opium. The owner of the basket was placed under arrest. As E.O. 85 was about to take his prisoner away he heard somebody shout: "Hit him; thrash him; there is no policeman about." And before the excise officer had time to look behind he was seized, thrown violently to the ground, and was being belaboured, when Sergeant Adlington, who had heard the signal given to hit the man, appeared on the scene and arrested his assailants, who were on top of the excise officer. It was very fortunate that the sergeant appeared on the scene as early as he did, for with such a large number of passengers on board there was no knowing what would have been done to E.O. 85 had there been any delay in the arrival of assistance.

At the Police Court, this morning, the quartette appeared before Mr. J. R. Wood, charged with assaulting and obstructing the excise officer in the execution of his duty. It was held for the defence that the excise officer attacked a passenger first, because he did not respond quickly enough when he was ordered to produce the key to his box. The excise officer was accused of insulting the passenger, and then striking him.

This story was not believed, and each man was fined \$5, the alternative being fourteen days' gaol.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

The market ruled quiet and dull during the week under review, and the business generally was small with the exception of one or two stocks, notably Hongkong and Shanghai Banks, in which a fair line was done.

Banks—Hongkong and Shanghai Banks continue to advance, and after sales at \$810, are now quoted at \$815. The London rate has further risen to \$82.10.

Marine Insurance.—All stocks under this heading are firm. Cargoes can be placed at \$180, Unions at \$78, while North China and Yangtze are steady at Tls. 88 and \$167 respectively.

Fire Insurance.—There are buyers of China Fires at the improved rate of \$101 after sales at this price. Hongkong Fires are quiet at \$330.

Shipping.—There are no changes to record in shipping stocks, which continue quiet. Hongkong, Canton and Macao Steamboats have sales at \$191. China and Manilla can be had at \$15. Sales of Shell Transports are recorded at 45s, and there are inquiries for Douglas at \$33. Star Ferries are quoted at \$15 and \$16 for the old and new shares respectively.

Refineries.—China Sugars are quiet at \$115, Luzons are unchanged.

Minig.—Raubas have improved steadily, and a fair business was done, closing with buyers at \$74. Chinese Engineerings have receded slightly to Tls. 74.90.

Docks, Wharves and Godowns.—Kowloon Wharves have changed hands at \$45. Hongkong and Whampoa Docks are offering at \$92. Shanghai Docks have declined to Tls. 774 at which rate there are sellers in the North. Hongkew Wharves have weakened and are on offer at Tls. 149.

Land, Hotels and Buildings.—Hongkong Hotels are firm, and have buyers at \$80. Hongkong Lands have weakened to \$33 with sellers. Humphreys Estates can be placed at \$92. Sales of Shanghai Lands have been effected at Tls. 1164.

Cotton Mills.—Hongkong Cottons are weak at \$1. 51. Ewos are easier, and have sellers at Tls. 61.

Miscellaneous.—China Borneos have been sold at \$104. Light and Powers are out of favour at \$51. China Providents are strong and in demand at \$3. Dairy Farms are quoted at \$121. Cements have changed hands at \$10.

Dividends Payable.—A. S. Watson & Co., Ltd. interim dividend of 30 cents a share on account of 1908, payable on 27th inst. Meat-shipping to Mijlo-Borchen-Landboaswoplole in Langkat 4th interim dividend of Tls. 10 and bonus of Tls. 20 have been declared, payable on 15th December next. Union Waterworks are steady at \$10.

Exchange.—The Banks selling rate, on London is 1/81 on demand. The T/T rate on Shanghai is 752.

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THE RECENT RIOTS.

CURIOUS STATEMENT REGARDING ITS POSSIBLE 'ORIGIN'.

The Tokyo correspondent of the *Osaka Asahi* claims that the recent disturbance in Hongkong in connection with the boycott of Japanese goods originated partly in the foolish and aggravating speech of a college lecturer in Tokyo. Recently, it is alleged, a lecturer whose name is given, belonging to the Nihon-chi branch of the Meiji Law College, of Tokyo, delivered a speech continued over two sessions before an audience of some thirty Chinese students of the college, dealing with his journey in China. The speaker strongly denounced the present condition of affairs in China, and emphasised in vivid terms the bad customs and manners in vogue among the Chinese. So reckless was the speech that the audience, were filled with resentment, and forwarded details of the remarks made to Hongkong. It was there published on the 21st ultimo in the *Pan-chung Ji-fu*, a Chinese journal in Hongkong, when it aroused intense indignation among the Chinese inhabitants of the colony, who resolved to retaliate upon the Japanese for the speech. The Tokyo correspondent of the *Osaka Asahi* quotes the following extract from notes of the speech taken by one of the audience:—

"I have crossed the Pacific three times and left my footprints on the soil of more than 100 countries in Europe and America. During the last summer vacation of over forty days I visited myself of the opportunity of visiting the vast old Empire of China. The political corruption and the low character and condition of life among the Chinese I found to be worse than I had expected. The Chinese are quite indifferent to health, their houses are low, damp, and filthy in the extreme, and have an offensive smell. During my visit to America three years ago I had occasion to see some Red Indians. I thought they were the most degraded race in the world. In visiting China, I found the Chinese to be lower than the American Indians. One day I saw in the street of a Chinese town a young girl apparently 17 or 18 years of age, attired in a rich silk dress, her face and head adorned with cosmetic powder and hairpins. She looked a dignified young lady of high standing. Yet she was seen to dispense with a handkerchief when cleaning her nose and afterwards to rub her fingers on her dress (the speaker illustrated the action by gesture). If this is the condition of the upper classes, the rest can be inferred. The agent of shame is wanting in the Chinese. They are content to be the slaves of Europeans. On arriving at Tientsin, I saw a party of young Chinese men, respectfully dressed in ceremonial costume, with feathered fans in their hands, who had come to meet passengers. I thought they were Government officials. Afterwards I learned to my surprise that they were servants at foreign hotels. I saw a European alighting from a jinrikisha at a certain point. When he paid the fare, the jinrikisha man (a Chinese) complained that it was insufficient and followed the passenger, demanding more. The European refused to pay any more and eventually dealt the man a blow with his fist. Had the Chinese any self-respect, he would have protested against the action of the European; instead of which he made a grovelling apology and went away. Can such a man be regarded as a human being? The Chinese army is said to be imitating the Japanese army; but Chinese soldiers are utterly devoid of discipline. They coil up their pigstails on top of their heads, thus making their appearance ridiculous and exciting laughter. I saw some Chinese troops 'at drill'—on the march their feet were most irregular, only to be compared with the wiggling of a snake. When a certain command in evolution was given, some would go to the left and others to the right, confusion resulting beyond description. In these matters, above all things, if the Chinese want to parallel Japanese in the path of progress, they should try to know themselves better before attempting to satisfy such an ambition. The Chinese police force also claims to be modelled on the Japanese police, but they are worse than the army."

At this point one of the students attempted to withdraw from the room, but he was detected by the speaker, who pulled him back, calling him a fool.—*Japan Chronicle*.

SPORTING NOTICES.

HONGKONG CRICKET CLUB.

"A" Team v. R.G.A.

On the Military ground, (Happy Valley) to-morrow afternoon, commencing at 2.15 p.m. the "A" team will be represented in the above match by the following players:—Messrs. C. D. Turner, A. E. Lancelotti, A. P. Dashwood, C. R. Lowe, E. H. Hinds, E. Irving, W. Waterhouse, E. C. Oliver, R.M., Capt. A. H. Hooper, 3rd Mid., Lt. Tovey, R.M., and Flag-Lt. Moltke, R.M.

The above team meet on the Club's ground to-morrow afternoon at 2.15 p.m. The following will play for the "B" team:—Messrs. R. Hancock, H. Hancock, T. E. Pearce, A. O. Lang, H. D. Sharpin, W. E. L. Shanton, S. S. Logan, P. H. H. Stevens, Lt. G. R. Home, 3rd Mid. and two others.

League Fixtures.

A match will take place to-morrow, at 2.15 p.m. at Happy Valley between the Craigieburn and the Civil Service Club. The following will play for Craigieburn:—E. Lammert (capt.), R. Bass, A. O. Brown, G. Evans, G. A. Hancock, H. L. Manderson, J. D. Norris, J. Osman, R. Pestonji, L. A. Rose and M. E. Asger.

League Table.

The following is the table up to date:—

Club. P. W. L. D. P. Percent. ago.

Civil Service..... 2 0 0 2 100%

H. K. Police..... 2 0 0 0 100%

H. K. C. C. "B"..... 2 0 0 0 100%

Telegraphs..... 2 0 0 0 100%

Craigieburn..... 2 0 0 0 100%

Royal Engineers..... 2 0 0 0 100%

H. K. C. C. "A"..... 2 0 0 0 100%

Kowloon..... 2 0 0 0 100%

E. G. A. "A"..... 2 0 0 0 100%

N. B. "A"..... 2 0 0 0 100%

A. S. Watson & Co. Ltd. 2 0 0 0 100%

A. S. Watson & Co. Ltd. 2 0 0 0 100%

A. S. Watson & Co. Ltd. 2 0 0 0 100%

To-day's Advertisements.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified with reference to Government Notification No. 825 of the 13th instant, that the GUN FRACICE, scheduled to take place on the night of the 24th instant, has been CANCELLED.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master, &c.

Hongkong, 19th November, 1908. [1007]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA."

Captain Boyer, will be dispatched for the above Ports on or about MONDAY, the 23rd instant.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 20th November, 1908. [111]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIYANG."

Captain Hodgins, will be dispatched for the above Ports, on TUESDAY, the 24th inst. at 11 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 20th November, 1908. [1005]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be dispatched as above on THURSDAY, the 10th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th November, 1908. [1006]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SICILIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any cash whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 20th November, 1908. [1007]

Intimations.

NETHERLANDS LLOYD OF AMSTERDAM AND BATAVIA.

THE Undersigned having been appointed AGENTS of the above Company, are prepared to accept Fire and Marine Risks at Current Rates.

CRUZ, BASTO & CO. Hongkong, 11th November 1908. [1978]

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVERSEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members. Entrance Fee, Five Guineas; Annual Subscription, Five Guineas.

Further particulars from THE ORGANISING SECRETARY, 84, Piccadilly, W. London, 19th August, 1908. [1769]

To Let.

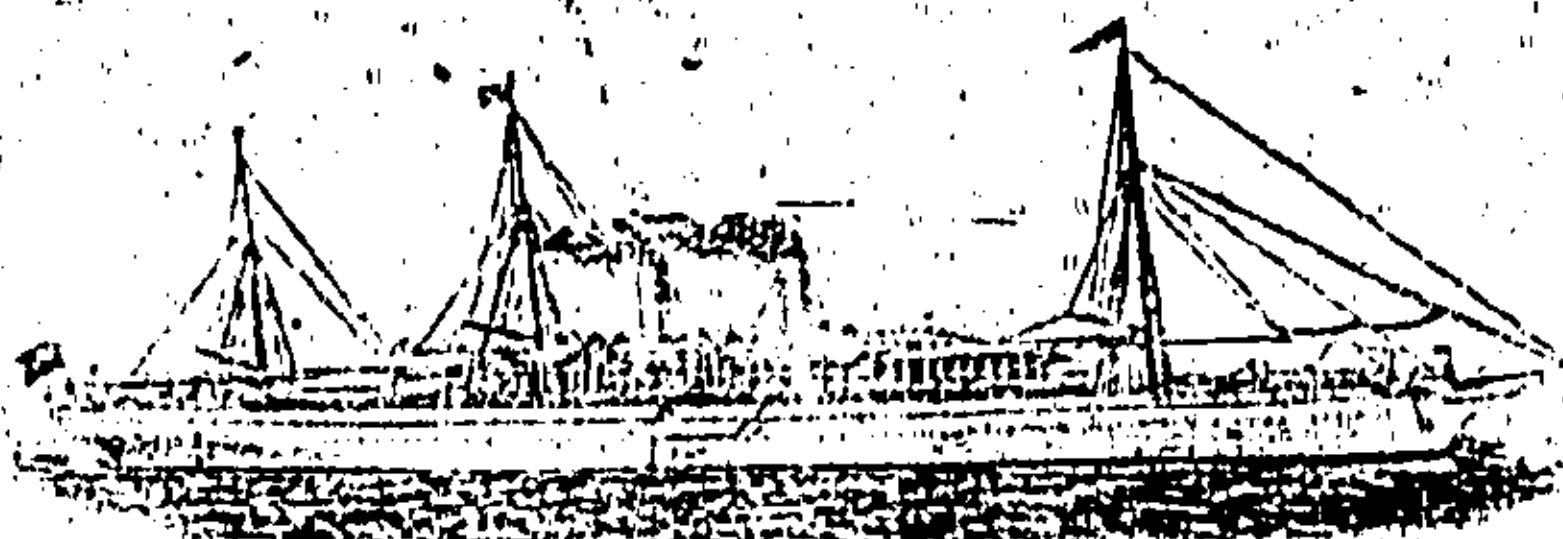
TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO.,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific, is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPRESS OF CHINA"	6,000.....SATURDAY, Nov. 28th.....Dec. 19th
"MONTEAGLE"	6,163.....WEDNESDAY, Dec. 9th.....Jan. 2nd, 1909.
"EMPRESS OF INDIA"	6,000.....SATURDAY, Dec. 19th.....Jan. 8th
"EMPRESS OF JAPAN"	6,000.....SATURDAY, Jan. 16th.....Feb. 5th
"EMPRESS OF CHINA"	6,000.....SATURDAY, Feb. 13th.....March 5th
"MONTEAGLE"	6,163.....TUESDAY, Mar. 2nd.....Mar. 26th

"EMPRESS" steamships will depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 21st Class

Hongkong to London, Intermediate on

Steamers, and 1st Class on Railways

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, &c.,

Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)			
	For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	1	SATURDAY, 21st Nov., Noon.
TIENSIN VIA CHEFOO	CHONGSHING	SUNDAY,	22nd Nov., Daylight.
SHANGHAI	TUNGSHING	1	TUESDAY, 24th Nov., Noon.
SHANGHAI	POOSHING	1	WED'DAY, 25th Nov., Noon.
S'GAPORE, PENANG & CALUTTA	FOOKSANG	1	FRIDAY, 27th Nov., 1 P.M.
MANILA	YUENSANG	1	FRIDAY, 27th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Katsuragi*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning to Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamers at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.

Hongkong, 20th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	"SHANTUNG"	21st Nov., 4 P.M.
NINGPO & SHANGHAI	"SHAOSHING"	22nd " Daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY I. & AUSTRALIA	"CHANGSHA"	24th " Noon.
MANILA	"TAMING"	24th " 4 P.M.
HAIPHONG	"CHIEH"	25th " 9 A.M.
CEBU & ILOILO	"SUNGEIANG"	1st Dec., 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

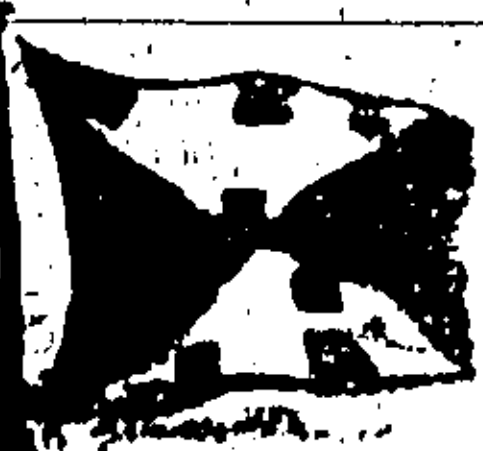
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong, 20th November, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Nov., at Noon.
RUBI	2540	Almond	"	SATURDAY, 28th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 14th November, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain T. H. Hyde, R.N.S., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Oceana*, due in London on 9th January, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT,

Superintendent.

Hongkong, 14th November, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

will be despatched for the above Ports on or about the 30th November, 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Agents.

Hongkong, 29th October, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE."

Captain Macdougall, will be despatched for the above Ports, on or about SATURDAY, the 12th December, 1908.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 11th November, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA:

Steamer	Tons	Captain	To Sail
Kumari	6,232	Cowley	Dec. 17
Inver	4,789	Boyd	Jan. 14
Bovrie	4,445	Mathie	Feb. 11

These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th October, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"

"KWONG SAI"

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are fitted throughout with Electric Light and

are in First Class Cabin.

Passage Fare—Single Journey

Meals

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West,

Hongkong, 14th Nov., 1908.

Shipping—Steamers.

HONGKONG, NEW YORK & BOSTON.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK ONLY.

S.S. "BRAEMAR"

On MONDAY, 23rd November, at 5 P.M.

For freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 18th November, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "WRAY CASTLE"

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 4th November, 1908.

Dentistry.

TSIN TIAG.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAN,

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 14th Nov., 1908.

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.

7.30 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 12.00 noon ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS ON Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 4.30 p.m. and

11.45 p.m.

SPECIAL CARS BY Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1907.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELSS) FORM.

THE NEW FRENCH REMEDY.

TRADE MARK.

This successful and highly popular remedy, used in

the Continental Hospitals by Ricord, Roux, Jobert,

Volp and others, combines all the essentials to be

sought in a medicine of the kind, and surpasses every

other remedy.

THERAPION No. 1 is a

very mild and pleasant remedy, which does not

disturb the system, and is especially adapted for

the treatment of the most common diseases, such as

fever, inflammation, and all the diseases of the

digestive system.

THERAPION No. 2 is a

very mild and pleasant remedy, which does not

disturb the system, and is especially adapted for

the treatment of the most common diseases, such as

fever, inflammation, and all the diseases of the

digestive system.

THERAPION No. 3 is a

very mild and pleasant remedy, which does not

disturb the system, and is especially adapted for

the treatment of the most common diseases, such as

